

**FAA Responses to Questions and Requests for Clarifications
in Regard to:
Draft SIR DTFAWA-08-R-55501,
Draft SIR DTFAWA-08-R-55502, and
Draft SIR DTFAWA-08-R-55503**

1. Question/Request: Is the Draft SIR DTFAWA-08-R-55503 only for 8(a) firms or can any small business (under \$6.5M in revenue) participate? Is this intended to be 8A only or open to both 8A and SEDB businesses? Will there be any pre-qualifications for a certified 8(a) to bid on this procurement?

FAA Response: Draft SIR DTFAWA-08-R-55503 is set-aside for only SEDB(8(a)) program certified small businesses. The only “pre-qualification” is that the small business must include a copy of its 8(a) certification with its proposal submission and continue to meet the size standard limitation.

2. Question/Request: Draft SIR DTFAWA-08-R-55503 Clause M2.4 states in part “The FAA reserves the right to dissolve or withdraw any of the set-aside reservations and to award additional full-and-open awards if the FAA determines that it is in its best interest to do so.” Would a non-8a firm be smart to submit a proposal, in the expectation that there might be a dissolution of the set aside reservations? Or would the RFP be re-released on a non-set aside status if a dissolution was expected?

FAA Response: The language in the draft SIR DTFAWA-08-R-55503 Clause M2.4 will be changed to read the FAA reserves the right to cancel this SIR and to reissue it under full-and-open competition.

3. Question/Request: Under the current procurement competition, SIR DTFAWA-08-R-55501 and SIR DTFAWA-08-R-55502 SF-33 indicate these opportunities are to be Full and Open (F&O) competitive awards. Additionally, SIR DTFAWA-08-R-55503 is limited to a size standard of \$6.5M. This design effectively leaves all successful, FAA-experienced SBs larger than the \$6.5 size standard “out in the cold” on these procurements. We therefore respectfully request that the FAA provide greater opportunity for the “larger” SB community, by expanding the F&O competitive procurement structure to include 1-2 small business awards in the Engineering/Scientific and Program Planning SIRs designated for NAICS Code 541330 – “Engineering Services” with Aerospace exception and/or 541519 - “Other Computer Related Services” and a size standard of \$23M.

FAA Response: The three SIRs comprise the overall ATO-T Support Services requirement. Draft SIR DTFAWA-08-R-55503 contains the SEDB(8(a)) set-aside portion of this procurement. The decision as to the specific effort to set-aside was made based on reviewing the capabilities and interest of those responding to the market survey in January 2008. From a technical perspective, the FAA found there was sufficient interest and capability from SEDB(8(a)) businesses thus the FAA was likely obtain adequate competition from qualified firms in satisfying the Administrative/IT Support segment of the ATO-T Support Services requirement. While several small businesses demonstrated their interest and capabilities in many areas of the requirement, the FAA did not find other areas where the FAA was likely to obtain adequate competition from qualified small businesses without the risk of limiting competition. The FAA is aggressively increasing small business participation for non set-aside awards by requiring prime contractors to subcontract 25% of the total contract value to small businesses. In addition, Section L will be modified to provide for joint ventures submitting offers.

4. Question/Request: What is the PRIMARY NAICS code, and SB size standard for this (DTFAWA-08-R-55502) effort?

FAA Response: The North American Industry Classification System (NAICS) are not applicable to the full and open draft SIRs (DTFAWA-08-R-55501 and DTFWA-08-R-55502). Clause H3 – North American Industry Classification System (NAICS) will be removed when the final SIRs are released.

5. Question/Request: Will any of the contract positions be co-located with the federal staff at a federal site? If so, how many? Is the prime contractor expected to provide facilities to host all personnel on contract or a sub-set for program support? Is clearance required and at what level? Where is the place of performance on this contract? Can it be done remotely, with scheduled or routine on-site visits?

FAA Response: The effort will be performed at both FAA facilities and contractor offices. The final SIRs will identify, for planning purposes, the split between on and off-site positions. Upon contract award, the contractor will be notified of the actual number of personnel to be located at on and off-site positions. Contractor personnel located at FAA facilities would be provided a work station. Contractor facilities (offices) are required to be within a 40 mile radius of FAA Headquarters. All FAA contractors are required to be fingerprinted and submit Standard Form 85P, Questionnaire for Public Trust National, Agency Check before work performance can begin on any contract.

6. Question/Request: Is the FAA considering a pre-proposal conference prior to release of the final SIR?

FAA Response: The FAA is not planning to conduct a pre-proposal conference.

7. Question/Request: Please provide the list of incumbents, contract numbers, contract values, expiration dates. Is there an incumbent for Admin/IT services? Could you tell me if there is an eligible incumbent? Is there an incumbent or other contractors performing similar work?

FAA Response: The majority of the current ATO-T Support Services requirement is being accomplished under eight Multiple Area Support Services (MASS) Engineering Support Services Area (ESSA) contracts. These contract numbers, contractor names, contract ceilings, and expiration dates were previously provided in response to questions regarding the market survey and are listed below. Current points of contacts can be found on the list of interested parties (see next question). If the question regarding an eligible incumbent refers to SIR DTFAWA-08-R-55503, the Administrative/IT set-aside, there is no eligible incumbent for the set-aside in that the effort had not been previously segregated for set-aside.

Contractor	Contract Vehicle ID	Ceiling Value	Expiration
Apptis	DTFACT-04-D-00007/0001	\$14,358,061.30	09/30/09
BAE	DTFACT-03-D-00037/0001	\$44,855,120.21	12/31/08
BAE	DTFACT-03-D-00037/0002	\$74,447,250.90	12/31/08
BAE	DTFACT-03-D-00037/0003	\$17,781,927.69	09/30/08
BAE	DTFACT-03-D-00037/0004	\$22,145,091.01	09/30/08
Northrop Grumman	DTFACT-03-D-00022/0002	\$8,708,537.98	09/30/08
Northrop Grumman	DTFACT-03-D-00022/0003	\$127,240,965.24	03/15/09
SAIC	DTFACT-03-D-00006/0001	\$15,131,076.38	12/31/08

8. Question/Request: We are a small firm that would be interested in being a sub to a larger firm that would be submitting on this SIR. Do you know any companies that may be looking for SBE partners? and provide a POC for the incumbent.

FAA Response: A list of Interested Parties is currently posted on the FAA Contract Opportunities site at <http://faaco.faa.gov?ref=6554>

9. Question/Request: It is our understanding that companies are exempt for CAS Disclosure Statements until the combined Government contracts exceed \$50 Million. Can this be a requirement [under draft SIR DTFAWA-08-R-55503] considering no company under this NAICS code(s) will have contracts that exceed \$50 Million? If a company has not had a Government review of their accounting system – will they be precluded from bidding on this effort? Can the FAA lessen this burden based on the size standard for this procurement?

FAA Response: Regarding SIR/RFO no. DTFAWA-08-R-55503 (Set-Aside), CAS will not be enforced on SEDB(8(a)) business concerns and therefore CAS Disclosure statements will not be required. Compliance with

FAA Cost Principles is mandatory and associated information regarding the offerors accounting system and ability to accurately collect costs under a cost reimbursable contract is required as part of your proposal submittal.

SEDB(8(a)) businesses not having Government review of their accounting systems are not precluded from bidding on the SIR; However, your proposal must detail your ability to comply with FAA Cost Principles and your method to accurately collect and segregate costs under a cost reimbursable contract. Further, Government review and audit of an offerors accounting system may be conducted after contract award. In the event an offerors accounting system is determined not adequate, the contract may be terminated for convenience.

10. Question/Request: Can you provide the name of your COTR for this program?

FAA Response: The COTR has not been designated at this time; please direct your questions to the Contracting Officer, Peter DeWald at peter.dewald@faa.gov

11. Question/Request: Can you let me know when the response is due? Are there any new attachments for the above solicitation? We are unable to find the due date from submission of both questions and proposal. Can you provide us this information?

FAA Response: There are no new attachments to the draft SIRs. A release date has not been established for the SIRs. When the SIRs are released, response dates will be established for submitting questions and proposals.

12. Question/Request: Draft SIR DTFWA-08-R-55503 Section M2.3 states that the “full performance level in section B ... represents one-half of the ATO-T total effort”. Does this mean there is the potential to award a single contract for a total of 84,480 hours or the equivalent of approximately 43 FTEs? How many positions are anticipated to support this contract? Can you estimate the potential contract value?

FAA Response: Each SIR identifies the full performance/level of effort required in Section B in terms of hours and indicates how much of the total ATO-T requirement this represents. While the FAA anticipates making multiple awards, the potential does exist for the FAA to make one award for the entire SIR requirement. In the case of draft SIR DTFWA-08-R-55503, a full performance for single award would be would be 84,480 hours or 44 full-time-equivalents (FTEs). The potential contract value (total estimated cost) is established at the time of contract award and is derived from the offeror’s proposal.

13. Question/Request: Please clarify scope. Will the offeror be evaluated on C 4.4.2 Technical Writing/Editing and C 4.4.3 IT Services? If the answer is “no” to the above question, are the non-administrative positions in Table B1 (Section B – Page 5) Computer Programmer, Computer Scientist, Information Technology Specialists, Technical Writer and Training Specialist still relevant?

FAA Response: The scope of SIR DTFWA-08-R-55503 is defined in Section C, which includes C4.4.1 Administrative Services, C 4.4.2 Technical Writing/Editing, and C 4.4.3 IT Services. Section M identifies the evaluation factors for award. While the FAA expects the contractor to perform the services identified in Section C, the evaluation of Factor 1, sub-factor (a) will be limited to Section C Statement of Work Paragraphs specified in Section M.